

PROSPECTUS

OLIVERS FREEHOLD MINES, LIMITED.

Incorporated under the Ordinances of Hongkong 1865 to 1891, by which the liability of Shareholders is limited to the amount of their Shares.

General Managers - - - - - JOHN D. HUMPHREYS & SON.

CAPITAL - - - - - \$800,000.

DIVIDED INTO 15,000 "A" OR VENDORS' SHARES AND 45,000 "B" OR ORDINARY SHARES OF \$5 EACH
(Of which 13,750 "A" Shares and 5,000 "B" Shares have been allotted and 1,250 "A" Shares and 25,000 "B" Shares are now offered for Subscription.)

Terms of Subscription for "B" Shares

\$1.00 per Share on application.
\$1.50 per Share on allotment.

The balance at call in instalments. Two months' notice to be given in respect of each instalment called up.

Any person may apply for 1 "A" Share for every 20 "B" Shares applied for by him. The "A" Shares are payable \$1 on application and the balance \$4 on allotment.

Application for Shares accompanied by a deposit of \$1 per Share must be sent in to the HONGKONG & SHANGHAI BANKING CORPORATION at its Head Office or at any of its branches on or before the 15th day of January, 1896.

For forms of application apply in Hongkong to JOHN D. HUMPHREYS & SON, General Managers, or to A. B. WATSON & CO., LIMITED, at Canton, Foochow and Shanghai.

The Company was formed to acquire and has purchased the Olivers 100 Acres Freehold and the other properties adjacent thereto belonging to the Vendors with the Machinery, Stamps, &c. thereon for the price of \$50,000 which has been paid and satisfied by the allotment to the Vendors of 10,000 fully paid "A" or Vendors' Shares and has also purchased the Eureka Mine and the plant and machinery connected therewith situated on the Eastern boundary of the Olivers Freehold for the price of \$35,000 which as to \$10,000 has been paid and satisfied by the allotment to the Vendors of 2,000 fully paid "A" or Vendors' Shares and as to \$25,000 the balance is payable in cash.

All shares participate equally up to 25 per cent. per annum yearly dividend on the amount paid up on each share but all profits in excess are divided equally between the holders of "A" Shares and "B" Shares.

It is not contemplated at present to issue any more shares but should it become desirable to develop the property on a larger scale the General Managers will propose to the Shareholders that the balance of shares, viz. \$15,000 "B" Shares or such part thereof as may be thought advisable, be issued.

The following is the Report on the property made by Mr. J. D. HUMPHREYS:-

I arrived in Sydney on Saturday, the 13th July last, where I met by appointment Mr. CHARLES WILLIAMS, a mining expert from Victoria. Mr. WILLIAMS has been personally known to me since 1854; I have absolute confidence in his integrity, skill and judgment. We left Sydney together on Tuesday, the 16th July, and arrived at Mount McDonald on the day following, and commenced our inspection the same afternoon.

The Freehold consists of 100 acres of auriferous land in the form of a direct square, each side of which measures 2087' 6", or 628 yards, 2 feet 6 inches.

The position is to the West of the Eureka Gold Mine, and extends at right angles from its own Eastern Boundary in a Westerly direction, across a creek or water course to the opposite range of hills, on the Northern slope of which the greater part of its area lies. The water course, which runs through the Freehold divides two ranges of auriferous hills, and finally empties itself into the River Lachlan, about three miles to the South of the dam of the reservoir which supplies the battery belonging to the property, situated at Mount McDonald in the district of Gosford in the province of Bathurst, New South Wales.

The battery itself is to the West of the reservoir, and consequently on the Western side of the creek near the Southern boundary of the property, and its site was selected with excellent judgment, as quartz can be carted to it or hauled to it not only from all parts of the Freehold itself but from all the workings in the neighbourhood at little cost. The Machine house, moreover, being close to its water supply, involves no waste of power in forcing the water.

The water supply consists of a reservoir formed by a dam across the creek, and is fed by a watershed of considerable extent embraced by the surrounding hills, and I was informed by men who had been working on the ground for years that the supply never failed in the driest season, from which I inferred that the rainfall is supplemented by subsoil drainage and springs. For fuel there is abundance of good timber in the vicinity.

The Machinery we found to be of the best description and comprises a first class engine and two good boilers. There are 4 batteries of 5 head of stamps, capable of crushing about 20 tons a day in all, as well as 3 pans, shaking tables, and all necessary machinery for extracting from the ore the greatest amount of gold it will pay to take out.

The inspection of the rest of the Freehold was greatly facilitated by the whole of the scrub having been cut down before we arrived, so the estate was laid bare and could be viewed from a convenient spot on the hill from end to end.

A party of Tributers, at work on the Freehold not far from the battery, was mining ore which yielded over 2 ozs. to the ton at each crushing. The men informed me that they discovered the reef on the surface in walking over the hill after rain, by observing gold in quartz at the bottom of a cart rut which had been washed clean by the water flowing through it.

The old workings are of the most primitive description having evidently been made by alluvial miners unacquainted to quartz. The reefs were worked from the surface down without timbering, until it became dangerous to go deeper. None of these workings were any depth, and the numerous heavy finds of gold were all found near the surface. That much of the quartz must have been very rich is certain, for it is

said about 100 ozs. of gold a month were obtained by the owners of the battery at the time from recussing and washing the tailings. One working not far from the battery yielded 10 ozs. of gold to the ton, and £700 worth of gold was taken out of a hole a few feet deep just below the dam.

It is seen by examining the old workings which still exist that they were mined by men unacquainted to cope with quartz mining difficulties. The work is of the crudest description and it is evident that as soon as water was reached in sufficient quantity to require machinery, or because the earth began to fall in or become dangerous through being untimbered, the mines were abandoned. This part of the district was, moreover, at the time infested by desperate bands of bushrangers who rendered residence there very undesirable. It was a long time before the Government was able to hunt them down, owing to the nature of the country.

Undoubtedly large deposits of gold, and probably exceptionally rich deposits, will be found when these reefs, which proved so good on the surface, are worked to a depth by quartz mining experts under honest and experienced management, backed by sufficient capital. The ground is already prospected; it is well known where the gold has been got near the surface, and it is only necessary to sink properly timbered shafts and get below these old workings and work up. Some of these shafts will require pumping gear.

As far as I know, it has never been heard of that quartz reefs rich in gold near the surface failed to yield good results at a greater depth. Such reefs have been profitably worked on Bendigo and other places to a depth of close on 3,000 feet, and are still at work after 40 years. Given sufficient capital economically administered or expended, as it would be in any other business expected to pay, I am of opinion that better results will be obtained from the working of Olivers' Freehold Mines than are obtained by 99 out of 100 of the Gold Companies floated in London and elsewhere.

The Eureka Mine lies on the Eastern boundary of Olivers' Freehold and consists of several Gold Mining Leases lying between the Queen Mine on the North and the Great Eastern Mine on the South. It will be seen by reference to the map that to the South of the Great Eastern Mine three lots lying on either side of the creek which runs through the Freehold and discharges itself into the Lachlan River have been secured thus giving to the Company a magnificent water supply.

The new shaft of the Eureka has been sunk to a depth of 85 feet. The old workings before the miners were flooded out yielded to a depth of 140 feet not less than 1 oz. of Gold per ton with occasional better results. This is recorded in the Government Reports.

It is in this mine that the Company's operations will commence by deepening the new shaft by about 120 feet. This shaft has been properly timbered as far as it goes and is surrounded by poplar heads in the vicinity of which is a machine house with necessary winding and pumping gear for freeing the mine from water. All were in good order and fit to commence work when inspected.

The further sinking of the shaft is not through difficult ground and the cost of labour and properly timbering will be only about £5 per foot. When deepened sufficient tunnels will be driven to the North and South and the reef will be worked upwards which is the most economical plan.

One of the drawbacks to the development of mining in the district has been that there was no proper accommodation for miners of the better class with their wives and families and it is proposed to build a few comfortable cottages to induce this class of men to settle on the property.

The operations of the Company will at first be limited to deepening the Eureka new shaft and driving tunnels through the reef. It is confidently anticipated that this mine being taken over in a working condition will pay expenses from an early date and within a short time win good results. A map of the mines is attached and also a map of New South Wales showing Railways and the direction of the Reefs running through the property with the position marked of some of the principal mines.

Viz:- No. 1.-Ophir where Gold was first discovered in Australia.
No. 2.-Lucknow-The Wentworth Proprietary Company, \$500,000 Capital.
No. 3.-Mount McDonald-Olivers Freehold Mines including Eureka.
No. 4.-Adelong-Gibraltar Gold Mining Company floated in London, October 1895, Capital \$200,000 fully subscribed.

JOHN D. HUMPHREYS & SON,

General Managers.

HONGKONG.

DEPARTURES.

January 9:-

Egmont, for Canton.
Irene, for Canton.
Mercury, British cruiser, for Singapore.
Orion, for Honolulu.
Actis, for Hilo.
Germania, for Saigon.
Calcutta, British yacht, for Shanghai.
Caledonia, for Shanghai.
Kangra, for Shanghai.
Swatow, for Moji.
Hsin-yu, for Shanghai.

CLEARED.

Haitan, for Swatow.
Cassiope, for Singapore and Java.
Tulumbun, for Penang (Caroline).
Cosmopolit, for Hilo.
Pecan, for Singapore and London.
Wing Hong, for Swatow.
Strathallan, for Hongkong.

PASSENGERS.

ARRIVED.

For Michael Jelen, from Quinhon, 20 Chinese.
For Taitung, from Shanghai, &c. Mr. Huang Fung Uen, Mr. Hui, and 223 Chinese.
For Ask, from Hongkong, &c., Mr. Nebelung, and 2 Chinese.
For Kwaiyang, from Singapore, 100 Chinese.
For Bender, from Singapore, 300 Chinese.

DEPARTED.

For Ask, for Hilo, 65 Chinese.
For Germania, for Saigon, 12 Chinese.
For Caledonia, from Hongkong, for Shanghai, Baron Henri de Siebold, Rev. M. Fernandez, Messrs B. Carlos, Alex. Sturrock, CHIEF, 1 Chinese, and 1 Japanese.
For Nippon, 2 Japanese, for Yokohama.
Messrs J. P. Berry and W. B. Baggallay, for Shanghai, from Marseille, Mr. and Mrs. Ling Y. You and daughter, Messrs Tambourin, and Lieg Zhung Aroon, from Port Said, Mr. Cammerobek, from Saigon.
Messrs R. M. Reis, Tremel, Yany, Monquy, Esparth, E. Wolf, 10 French Marines, and 1 Chinese.
For Bender, from Singapore, Messrs Levy, Bony, Gantley, Gatto, and 14 French.

MEMOS. FOR TO-MORROW.

Sh'ping.

Daylight.-Haitan leaves for Coast Forts.
Noon.-Pecan leaves for Hamburg, &c.
3 p.m.-Sinnam leaves for Wuhu.
5 p.m.-Peking leaves for London, &c.
Chieftain leaves for Yokohama, &c.
Cien leaves for Genoa, &c.

THE HONGKONG DISPENSARY

has just received FARM SUPPLIES

WHOLESALE

CONFECTIONERY

Delicious Sweets,

of the Highest Quality and Purity

These include:-

CADBURY'S SPECIAL CREMES
FATE D'ABRIOT, JORDAN ALMONDS

CARAMELS, PRALINES.

DESSERT CHOCOLATE.

NOUGAT, FRUIT JELLIES.

CRYSTALLIZED FRUITS.

METZ FRUITS.

ASSORTED TOFFEEES.

MIXED BONBONS.

FRY'S CHOCOLATES.

TANGHERINE BISCUITS.

ORANGE PASTE, ORANGE ROLLS,
&c. &c. &c.

Together with the Latest Novelties in

FANCY BOXES,

which are very suitable as Seasonable

Presents for Ladies and

Young People.

FRENCH

CONFECTIONERY and CONSERVES

in Large Assortment

from the Best Parisian Houses.

A. S. WATSON & Co., LIMITED
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, November 30, 1895. 2228

DEATH.

At the General Hospital, Shanghai, on the 4th January, THOMAS DEAN'S MOLLAY, a native of Scotland, late Chief Officer, T.C.S.N. Canton, aged 55 years.

The publication of this notice complies with the provisions of the Act of 1894.

The China Mail

HONGKONG, THURSDAY, JANUARY 9, 1896.

Our evening contemporary, who has already congratulated H. E. the Governor upon his action with regard to the Light and Pines Ordinances, has now discovered what is very like a "man's nest." The writer of the article referred to characterizes the Governor's action as a serious blunder-but the action itself, remember, but the particular way in which it was taken. It is alleged that the Governor was guilty not only of a blunder, but of an act that savoured much of something done by James the Second for which that foolish potentate was deposed-an act which that which even the late Governor Kennedy would have pondered over before committing. The whole thing has been done in an illegal and unconstitutional manner, we are told, and His Excellency is called upon to reinstate himself as a proper and constitutional ruler. This is all very sad, and the more so because it is absolutely nothing in it. The charges, that the Governor was bound, in the constitutional discharge of his duty as head of the Government, to call together his faithful Legislative Council before he amended the regulations regarding night passes and lights, and take the opinion of the officers and perhaps a vote on the question which has been so frequently discussed of late. It may be argued that the Governor would have done a wise thing to consult with the Legislative Council on the subject; indeed, we are sorry he did not do so for it is not impossible he would have heard from the members of that body expressions of opinion which might possibly have induced him to hold his hand. But it is nonsense to assert that His Excellency was bound to do so. "The Governor-in-Council" referred to in the Ordinance itself (No. 13 of 1882) means clearly enough the Governor and his Executive Council. The power granted to the Governor-in-Council is likewise as clear as day. Any house may from time to time be fixed, by an order of the Governor-in-Council, for the carrying of passes and lights-and unfortunately, we say again-the little house of cards called illegality and unconstitutional action

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaio (via Nagasaki, Kobe, Inland Sea and Yokohama)..... TUESDAY, JAN. 14, at noon.
Belgia (via Nagasaki, Kobe, Inland Sea and Yokohama)..... SATURDAY, Feb. 1, at noon.
Coptic (via Nagasaki, Kobe, Inland Sea and Yokohama)..... TUESDAY, March 3, at noon.

THE Steamship GAELIC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on TUESDAY, the 14th January, 1896, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This concession does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices accompanying Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, January 6, 1896. 27

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama)..... SATURDAY, Jan. 25, at noon.
China (via Nagasaki, Kobe, Inland Sea and Yokohama)..... SATURDAY, Feb. 8, at noon.
Peru (via Nagasaki, Kobe, Inland Sea and Yokohama)..... SATURDAY, Feb. 22, at noon.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for NAGASAKI, KOBE, INLAND SEA AND SAN FRANCISCO, via YOKOHAMA, on SATURDAY, the 25th January, at Noon, taking Passengers and Freight for Japan, the United States, and Europe. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to Havanna, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Yokohama and other Japan Ports in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, January 6, 1896. 28

Entertainment.

HONGKONG SMOKING CONCERT CLUB.

THE NEXT CONCERT will be given on SATURDAY, the 11th January, at 9.15 p.m. COMMANDER TURNARD is the CHAIR.

JAMES A. LOWSON, Hon. Secretary.

Hongkong, January 7, 1896. 51

Intimations.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed HOTEL, situated at a height of 1,250 feet above sea level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL WINTER RATES.
(From 1st November to 31st March.)
One person, per day \$3 to \$3.50
One person, per week 20.00
One person, per month 60.00
Married couple (occupying one room) per day 5.00
Married couple (occupying one room) per month 110.00
Married couple (occupying two rooms) per month \$120 to 130.00
Extra Bedroom, per month 20.00
Extra Bedroom, per day 1.50
For further Particulars, apply to THE MANAGER.

New Victoria Hotel.
Hongkong, October 10, 1895. 1892

To-day's Advertisements.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED AND REDUCED.

SUNDAY EXCURSION TO MACAO.

THE Steamer HONAM (weather permitting) will make a SPECIAL CHEAP EXCURSION TRIP TO MACAO NEXT SUNDAY, 12th Instant.

Hours of Departure:-From Hongkong at 9 a.m., and returning will leave Macao at 10 p.m.

A FANCY FAIR is announced, to commence at 1 p.m.

Fare there and back \$2. No Single or Second-class Fares.

Tickets obtainable at the Company's Office, or on Board the STEAMER before she leaves.

T. ARNOLD, Secretary.

Hongkong, January 9, 1896. 59

THE HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that the Eleventh Ordinary General MEETING of the SHAREHOLDERS of the above Company will be held at the Registered Offices of the Company, 38 and 40, Queen's Road Central, on MONDAY, the 20th day of January, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ending 30th November, 1895.

The meeting will be CLOSED from the 14th to the 21st Instant, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, January 9, 1896. 61

CHINA NAVIGATION COMPANY, LIMITED.

FOR WUHU.

The Steamship Singan, Captain Fizes, will be despatched TO-MORROW, the 10th Instant, at 3 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 9, 1896. 60

CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI.

The Steamship Ching, Captain Dawson, will be despatched on SATURDAY, the 11th Instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 9, 1896. 62

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

The Steamship Ching, Captain Anderson, will be despatched on MONDAY, the 13th Instant, at 10 a.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 9, 1896. 63

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

OHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896. (SUBJECT TO ALTERATION.)

Mount Lebanon | Saturday..... | 25th Jan.
TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

The Steamship Mount Lebanon will be despatched hence for VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 25th Instant.

Consular Invoices of Goods for United States Ports should be in QUADRUPLET, and one Copy must be sent forward by the Steamers to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to

SHERMAN & Co., Agents.

Hongkong, January 9, 1896. 64



VICTORIA PRIORY.

A Regular MEETING of the Victoria Priory will be held at the FREEMASONS' HALL, THIS EVENING, the 20th Instant, at 8.30 p.m. precisely. VISITING BRETHREN are cordially invited to attend.

Hongkong, January 9, 1896. 67

ZETLAND LODGE.

No. 625 E.C.

A N Emergency MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 14th Instant, at 8.30 for 9 p.m. precisely. VISITING BRETHREN are cordially invited to attend.

Hongkong, January 9, 1896. 63

PUBLIC AUCTION.

THE Underigned has received instructions to Sell by Public Auction, on SATURDAY,

the 11th day of January, 1896, at 2.30 p.m., at his Sales Rooms, Queen's Road,-

AN INVOICE OF JAPANESE PLANTS, viz S.S. Hibiscus, &c., comprising:-

y would	Do.	4 P.M....
Emperor	Thermometer—	9 A.M....
y by year	Do.	1 P.M....
s known	Do.	4 P.M....
will now	Do.	(Wet bulb) 9 A.M.
in any	Do.	1 P.M.
toria the	Do.	4 P.M.
re, great	Do.	Maximum
lins	Do.	Minimum

